



Adam Lid <adam.lid@lacity.org>

Council File # 15-0719: Mobility Plan Hearing: 8/4/15: 2:30 PM

1 message

RJ STROTZ <rjstrotz@yahoo.com>

Fri, Jul 31, 2015 at 9:40 AM

Reply-To: RJ STROTZ <rjstrotz@yahoo.com>

To: "Adam.Lid@lacity.org" <Adam.Lid@lacity.org>

Cc: "WindsorVillage.LACA Messages" <windsorvillagelaca.messages@yahoo.com>

Submitted via email: July 31, 2015

To: PLUM/TRANSPORTATION COMMITTEE: Hearing Date: 8/4/15 2:30 PM

RE: City Council File #15-0719: Mobility Plan 2035:

From: R.J. Strotz: Chairman of the Windsor Village Concerned Citizens Committee

Dear Councilpersons and Committee Members:

I am a community organizer and activist in Windsor Village [HPOZ], an inner city residential neighborhood located in CD 4. I am the Chairman of the ***Windsor Village Concerned Citizens Committee***.

I voice my concerns with regard to the Mobility Plan, specifically with regard to the following issues and statements in the Plan:

(A) Plan Objective: It has been stated in the Plan that it is the objective to densify residential living within a one-quarter mile of all Traffic Enhanced Networks [TENs].

Along Windsor Village [HPOZ] on the north runs Wilshire Blvd., which is a TEN. The street also runs along the southern sector of Windsor Square and Hancock Park and the northern sector of Wilshire Park. Windsor Village, Windsor Square, Hancock Park, and Wilshire Park are all designated historic districts [HPOZs]. Also, along Wilshire from the east side of Highland to the west side of Wilton [and one block north and south along Wilshire] is the Park Mile District which restricts densification. Crenshaw Blvd. is also a TEN and this street runs along the eastern side of Windsor Village, the western side of Wilshire Park, and the western side of Country Club Park, which is also an HPOZ.

Allowing increased densification along this street will also adversely impact the historic nature of these historic inner city communities

My concern is that this Plan Objective has the potential of negatively impacting the historic

nature and fabric of the historic zones, in that the objective of densification runs contrary to promoting the low density residential quality of these historic neighborhoods. Moreover, the objective of increased residential densification runs contrary to the objectives of the Park Mile Specific Plan.

Rather than state this OBJECTIVE in a general context, a limitation should be added wherein it is specifically stated that in those historic areas of the city which are within a quarter mile of TENs and in those areas of the city which are controlled by SPECIFIC PLANS which limit densification, this OBJECTIVE will not be applied.

(B) "Programs – PARKING/LOADING ZONES"

"These programs address the need to incrementally reduce the amount of parking required for specific uses, especially in transit areas or areas of proposed high density. Parking strategies include existing programs such as Express Park and demand based meter pricing, and new programs such as modified parking districts, shared parking, parking maximums, and conversion of curb parking to bike share and bike corrals. In addition, programs in this category also identify the need for distinct off-street and on-street loading areas, to reduce traffic impacts to all users." [Cited from the Mobility Plan]

The historic areas of Windsor Village, Windsor Square, Wilshire Park, and Country Club Park will be directly adversely affected if increased residential density is allowed along Wilshire Blvd. and Crenshaw Blvd. and if reduced parking requirements are implemented.

Windsor Village is at full capacity with regard to existing condo development and existing apartment buildings.

There is already constant competition for street parking since the existing residential structures do not provide sufficient parking.

Limiting the minimum number of required parking in new residential/commercial development [along Wilshire and along Crenshaw] will cause the residents/occupants of those new structures to compete with the residents for existing neighborhood parking.

(C) "Transit Area Parking Reductions. Reduce parking requirements for developments that are located near transit (e.g. within a half-mile of a transit stop) and provide facilities to enable pedestrian, bicycle and disabled access." [Cited from the Mobility Plan]

I voice the same concerns with regard to this Objective as stated in (B) above.

(D) "Neighborhood Parking Districts. Modify Neighborhood Parking Districts to permit the utilization of residential streets for metered commercial parking and direct revenue to specific neighborhood improvements." [Cited from the Mobility Plan]

There should be no metered or commercial parking allowed in historic residential districts.

(E) "Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement." [Cited from the Mobility Plan]

Increasing development along Wilshire [along the Park Mile] should require "cutaways" along Wilshire Blvd. and sidewalk dedications by the developer so that NOT ALL DRIVEWAYS into and out of the new developments are placed on residential streets. It should be mandatory for increased setbacks to be required along Wilshire so that street flow and pedestrian traffic along Wilshire is feasible even if driveways into and out of the new development are placed along Wilshire Blvd.

It should not be the BURDEN of residential streets to accommodate driveway access for new development.

(F) "Transit Neighborhood Plans. Create Transit Neighborhood Plans that enhance access to transit stations and set new zoning regulations to effectuate appropriate mixes and scales of uses as well as site design." [Cited from the Mobility Plan]

This Objective casts a net which is far too wide and pre-supposes that "up-zoning" will automatically take place in ALL areas of the city. Historic residential areas and lower density residential areas which have not yet been qualified for historic designation should NOT be automatically up-zoned to accommodate increased density.

The historic districts of Windsor Village, Windsor Square, Hancock Park, Wilshire Park and Country Club Park are all considered to be near/close to transit stations and within 1/4 mile of TENs. These inner city historic residential sectors should be immune to upzoning and any other type of zoning change which is contrary to the historic nature of the neighborhoods and which is not compatible to the height, mass, scale, bulk, massing, setbacks and footprint of the historic structures.

Furthermore, the Park Mile Specific Plan should remain immune for any "new zoning regulations."

(G) "Unbundled Parking Options. Require all new multi-family developments to unbundle the cost of parking from rental or purchase contracts. Give potential buyers/renters the option to pay for a parking space (or not)." [Cited from the Mobility Plan]

New residential developments which are immediately adjacent to historic structures and historic districts should not be allowed to provide decreased parking to its occupants.

Otherwise, the historic districts/properties will be required to absorb additional vehicles on their streets and increased traffic.

(H)"5.13 Lane Narrowing:

Roadway space can be optimized by narrowing the width of travel lanes in order to make room for other beneficial roadway features (such as bicycle lanes) and provide traffic calming benefits.

Benefits

- **Encourages slower speeds and reduces the risk of collisions**
- **Provides space for bicycle lanes and/or wider sidewalks." [Cited from the *Mobility Plan*]**

The reduction of vehicular travel lanes does not have a "traffic calming benefit" on adjacent residential neighborhoods which are forced to "absorb" cut through traffic from traffic corridors such as Crenshaw Blvd., Olympic Blvd., and Wilshire Blvd.

Windsor Village has a chronic problem of "cut through" traffic from Crenshaw, Olympic and Wilshire to the point where traffic accidents happen, residents attempting to exit their own driveways have difficulty, and some of the streets have become an INDY 500 speedway.

Brookside and Wilshire Park experience the same problem.

CONCLUSION:

The WINDSOR VILLAGE CONCERNED CITIZENS COMMITTEE request that the PLUM and TRANSPORTATION Committee members consider these concerns so that modifications of the Plan Objectives can be made prior to any implementation of the Mobility Plan.

The changes contemplated by the Mobility Plan will have a long-lasting effect on Los Angeles residents [including direct impacts on life style and quality of life] and the costs involved in implementation will be considerable. It is vital that the Committee members not rush through the process of approving the Plan until and unless all impacts on all neighborhoods are scrutinized.

The Plan has a "one size fits all" approach. This city is not a "one size fits all" municipality: it was not designed this way and our life style is not built around this concept.

It is the request of the WINDSOR VILLAGE CONCERNED CITIZENS that this Committee move carefully and wisely in the drafting, approval and implementation of MOBILITY PLAN 2035.

Presented by:

R.J. Strotz, Esq. [Chairman of WINDSOR VILLAGE CONCERNED CITIZENS]

816 South Windsor Blvd. [Windsor Village, HPOZ]

Los Angeles, CA. 90005
323-939-2591